

MILFORD  
PORT HEALTH AUTHORITY



ANNUAL REPORT

of the

PORT MEDICAL OFFICER

and

CHIEF PORT HEALTH INSPECTOR

for the

YEAR 1972



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CHIEF PORT HEALTH INSPECTOR

for the

YEAR 1972

Offices :— 5, Hamilton Terrace,  
Milford Haven,  
Pembrokeshire.

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## C O N T E N T S

Constitution of the Authority ... ..	I
Past Chairmen of the Authority ... ..	3
Past Officials of the Authority ... ..	4
Members of the Authority 1972/73 ... ..	5
Preface to Report ... ..	6
Patrol and Boarding Launch "Hayle II" ... ..	8
Section I—Staff ... ..	9
Section II—Summary of Shipping ... ..	10
Section III—Character of Shipping ... ..	12
Section IV—Inland Barge Traffic ... ..	13
Section V—Water Supplies ... ..	13
Section VI—Public Health Ship's Regulations ... ..	14
Section VII—Smallpox ... ..	18
Section VIII—Venereal Disease ... ..	18
Section IX—Notifiable and Other Infectious Diseases ... ..	19
Section X—Malaria on Ships ... ..	20
Section XI—Ships Infected with or Suspected for Plague ... ..	20
Section XII—Rodent Control ... ..	20
Section XIII—Inspection of Ships ... ..	21
Clean Air Act ... ..	22
Noise Abatement Act ... ..	22
Section XIV—Public Health (Shell Fish) Regulations ... ..	24
Section XV—Medical Inspection of Aliens ... ..	24
Section XVI—Arrangements for the burial of persons who have died on board ships ... ..	24
Section XVII—Imported Foodstuffs ... ..	25
Appendix "A"—Local Medical Services ... ..	25
Appendix "B"—Ancillary Medical and Laboratory Services ... ..	26
Appendix "C"—Government and Statutory Authorities ... ..	27
Appendix "D"—Constituent Authorities ... ..	28
Appendix "E"—Commercial Organisations ... ..	29
Appendix "F"—Circulars issued by this Authority and remaining in force ... ..	31

## THE HISTORY OF

THE CITY OF

NEW-YORK

FROM THE FIRST SETTLEMENT

TO THE PRESENT TIME

IN TWO VOLUMES.

THE FIRST VOLUME.

NEW-YORK: PRINTED BY

JOHN B. ALLEN, AT THE

PRINTING OFFICE OF

JOHN B. ALLEN, NO. 10

WALL-STREET, 1812.

THE SECOND VOLUME.

NEW-YORK: PRINTED BY

JOHN B. ALLEN, AT THE

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JOHN B. ALLEN, NO. 10

WALL-STREET, 1812.

THE THIRD VOLUME.

NEW-YORK: PRINTED BY

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WALL-STREET, 1812.

THE FOURTH VOLUME.

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WALL-STREET, 1812.

THE FIFTH VOLUME.

NEW-YORK: PRINTED BY

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## CONSTITUTION OF THE AUTHORITY

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By an Order dated 21st December, 1875, Milford and Riparian Districts were temporarily constituted a Port Sanitary Authority. An Order of 24th April, 1878 made this permanent. A provisional Order of 1897 repealed the above 1878 Order, and the Port Sanitary Authority was again permanently constituted by an Order of 1st September, 1898.

Previous to these Orders the Borough of Pembroke was temporarily constituted a Port Sanitary Authority in 1873, and acted as such until the Order of 1875 temporarily appointed Milford and the Riparian Districts as The Port Sanitary Authority.

The Joint Board at this time consisted of 13 members as follows :—

	No. of Members
Pembroke Borough	3
Pembroke Rural	3
Haverfordwest Rural	3
Haverfordwest Borough	2
Narberth Rural	1
Milford Improvements Commissioners	1

By further Orders of the Local Government Board in 1898 and 1915, the constitution of the Board at present is as follows :—

The Borough of Pembroke	4
The Borough of Haverfordwest	2
The Urban District Council of Milford	2
The Urban District Council of Neyland	1
The Rural District of Haverfordwest	3
The Rural District of Narberth	1
The Rural District of Pembroke	3

Neyland Urban District Council was made a Constituent Member of the Authority in 1915.

STATUTORY INSTRUMENTS

1954 — No. 625

(1) The Joint Board shall be termed “The Milford Port Health Authority” and shall consist of sixteen representative Members, to be chosen by the members of each of the undermentioned Riparian Authorities from amongst the members of its own body as follows :—

Four by the Mayor, Aldermen and Burgesses of the Borough of  
Pembroke

Three by the Mayor, Aldermen and Burgesses of the Borough of  
Haverfordwest

Four by the Urban District Council of Milford Haven

One by the Urban District Council of Neyland

Two by the Rural District Council of Haverfordwest

One by the Rural District of Narberth

One by the Rural District Council of Pembroke.

DUTIES

The functions and responsibilities of the Port Health Authority are prescribed by Statute and are contained in the following Enactments and Regulations made thereunder :—

The Public Health Acts 1936-68;

Health Services and Public Health Act, 1968,

The Public Health Officers Regulations, 1959;

The Public Health (Ships) Regulations, 1970;

Public Health (Infectious Diseases) Regulations, 1968;

The Clean Air Act, 1956;

The Food and Drugs Act, 1955;

The Noise Abatement Act, 1960;

The Prevention of Damage by Pests Act, 1949;

and The International Sanitary Regulations.



## PAST CHAIRMEN OF THE AUTHORITY

Wm. Williamson	1874-1876	James John	1953-1954
Nicholas A. Roch	1876-1907	A. W. Hopkins	1954-1955
Charles Mathias	1907-1909	C. Ivor Male	1955-1956
John Ll. Davies	1910-1912	F. L. Ward	1956-1957
S. W. Dawkins	1912-1919	George Jenkins	1957-1957
J. T. Ll. Davies	1920-1922	H. D. Howells	1957-1958
William E. Evans	1922-1924	J. R. Williams	1958-1959
G. C. Mynett	1925-1926	H. M. Kingston	1959-1960
David John	1926-1930	Claude Davies	1960-1961
A. H. Codd	1930-1941	A. J. Gillam	1961-1962
W. J. Elkin	1942-1943	W. C. John	1962-1963
J. N. Gibby	1944-1945	James John	1963-1964
Sidney D. Morgan	1945-1946	E. C. Roberts	1964-1965
W. R. Davies	1946-1947	A. C. Colley	1965-1966
W. W. George	1947-1948	E. A. Grove	1966-1967
Allen John	1948-1949	C. B. James	1967-1968
R. John	1949-1950	I. W. J. Phillips	1968-1969
R. G. Noott	1950-1951	W. Carr	1969-1970
W. C. John	1951-1952	Griff C. Morgan	1970-1971
V. T. Cleaver	1952-1953	Mrs. V. A. Wisbey	1971-1972

## PAST OFFICIALS OF THE AUTHORITY

---

### CLERK

John James	1876-1901
Richard A. James	1901-1903
Frank L. Jeffs	1903-1926
Paxton O. Davies	1926-1947
F. C. Banner	1948-1959

### MEDICAL OFFICER OF HEALTH

D. P. Saer	1874-1876
George Griffiths	1876-1902
Wm. Starbuck Griffiths	1903-1915
H. O. Williams	1915-1950
W. J. Y. Speedy	1950-1964

### INSPECTOR

Wm. Lloyd	1874-1876
Wm. Sceucus	1876-1897
Samuel Broadhead	1897-1899
T. W. George	1899-1900
Wm. Davies	1900-1911
J. J. Meazey	1912-1924
J. Campbell Hill	1925-1925
James Jenkyn Evans	1926-1928
G. S. Logan	1929-1950
Robert Rees	1951-1960

## MEMBERS OF THE AUTHORITY 1972/73

---

Chairman : Alderman E. Wrench

Vice-Chairman : Councillor W. H. Jenkins

Haverfordwest Borough Council :

Alderman C. B. James, Died

Alderman Griff C. Morgan, O.St.J., F.C.I.S.

Councillor V. T. Y. Noott, B.A.

Haverfordwest Rural District Council :

Councillor W. R. Jenkins

Councillor W. B. Goodridge

Milford Haven Urban District Council :

Councillor E. A. Grove

Councillor W. H. Jenkins

Councillor V. J. Lewis

Councillor W. H. Symmons, M.P.S.

Neyland Urban District Council :

Councillor A. J. Gillam

Pembroke Borough Council :

Alderman Mrs. M. M. Mathias

Councillor J. H. Gough

Councillor K. B. Phillips

Alderman E. Wrench

Narberth Rural District Council :

Councillor S. T. Harries

Pembroke Rural District Council :

Councillor Mrs. V. A. Wisbey

Port Health Offices,  
5 Hamilton Terrace,  
Milford Haven

March, 1973.

To : The Chairman and Members  
of the Milford Port Health Authority.

Mr. Chairman and Members,

I have the honour to present the Annual Report for the year 1972.

Whilst the number of vessels entering the port remained similar to last year at 3563 the actual increase in net registered tonnage rose from 20½ million tons to 22½ millions tons indicating the steady increase in average size of vessel. These figures do not include fishing vessels.

The Esso expansion did not develop as rapidly as anticipated and has not yet come into operation. It is their intention to double their refining capacity and we anticipate that this increase will begin to develop early next year. Work on the Amoco terminal has been continuing steadily throughout the year, together with their refinery and we anticipate that their operations will be reflected in the 1973 figures.

The number of fishing vessels landed has decreased from 450 in 1971 to 381 in 1972 — this is a disappointing feature and indicates a renewal of the decline in the industry.

Staff changes during the year included the appointment of Mrs. R. E. Robson who commenced duties on the 1st January, 1972 as Clerk/Shorthand Typist. In addition, Mr. R. Braithwaite - Deckhand/Mechanic resigned from the Authority on the 15th December, 1972. One member of our Boarding staff suffered two serious accidents while boarding vessels during the course of his duties. These accidents raise major problems of health and safety in the Harbour and this matter is being vigorously pressed by the Authority with the appropriate government departments.

There were no cases of quarantinable diseases in ships entering the port during the year. One case of infective hepatitis occurred on board one of H.M. Submarines which put into the port. This case was dealt with by the Port Medical Officer at the request of the naval authorities and the man was eventually transferred to the naval hospital at Plymouth for continuation of treatment. Other cases of sickness dealt with during the year included perforated duodenal ulcer, fractured elbow, leg

injury, renal failure, and one case of mental illness. Several other cases of minor disorders were dealt with.

The number of ships routinely inspected by your Officers during the year was 974. This was less than the number inspected last year and was due to the fact that the Authority was working short-handed for a considerable period of the year owing to the accidents sustained by one of our Boarding Officers as reported above.

The final outcome of our efforts to secure special hospital facilities for sick seamen has resulted in reasonable facilities now being available when necessary at the South Pembrokeshire Hospital. In addition, more serious cases are of course admitted in the usual way to the County Hospital at Haverfordwest.

It would appear that the rapid spread of cholera over the previous two or three years has now been stemmed. Unfortunately, it has established itself as endemic in certain areas in Africa. The world decline of incidents of smallpox is a pleasing feature which is undoubtedly due to the efforts of the World Health Organisation eradication programme in the traditional endemic areas in the world in recent years.

Dredging in the Harbour at night continued to be a source of frequent complaints from the public because of the noise nuisance. Statutory action has been taken by the Authority and this is reported in the appropriate section of this Report.

As this year was the Centenary of the London Port Health Authority, the Annual Conference of Sea and Air Port Health Authorities Association was held in the City by special invitation of the Lord Mayor and Corporation of London. I attended this Conference accompanied by the Chief Port Health Inspector and it was a most instructive and enjoyable experience.

In conclusion I would like to extend my thanks to Mr. J. F. Johnson Clerk to the Authority, Mr. W. J. Allen, Chief Port Health Inspector and staff, also to Members of the Authority for their support and co-operation throughout the year, and to officials of H.M. Immigration Service, H.M. Customs, the Conservancy Board and all other Authorities concerned with the Port.

I am, Mr. Chairman, Ladies and Gentlemen,

Your obedient servant,

M. LAWLOR,

Port Medical Officer of Health.



## PATROL AND BOARDING LAUNCH "HAYLE II"

During the year the launch "Hayle II" continued to give good service. However, some trouble was experienced from time to time with the gear box. In view of the seriousness which would arise had the gear box failed at a critical manoeuvring time when the launch was under way the vessel was taken temporarily out of commission, and the manufacturers of the gear box sent a representative down to give it a full examination. The result of this examination indicated that at some previous time, before the Authority acquired the vessel, the gear box had been stripped and re-built and during this servicing certain clutch plates within the box had been re-assembled in their wrong position. The defects we were now experiencing with the box were a direct result of this and the service engineer re-built the box in the correct manner. His report indicated that in fact there was no wear on any moving parts of the box and was in fact in first class condition and the launch was returned to service. This work had taken approximately one month during which time, the Dry Docks vessel "Herbert N" had been chartered to maintain services.

During the year, two very unfortunate accidents took place to a member of the staff whilst boarding vessels under way. On the first occasion a pilot ladder slipped and threw him to the deck of the launch and on the second occasion a pilot hoist had not been secured to the deck of the vessel and the Officer, together with the piece of machinery fell to the deck of the launch. Both these accidents were reported to the Factories Inspectorate and to the Department of Trade and Industry local Surveyor and both were fully investigated by the Chief Port Health Inspector of the Authority. Undoubtedly, both were due to direct negligence or incompetence on behalf of the Officers of the vessels concerned both of which were foreign registered and in both instances Pilot Ladder Rules had not been complied with. The Authority have taken this matter up vigorously with the Departments concerned, but the latest information we have is that (a) The Factory Inspector is not concerned with such cases occurring on foreign vessels, and (b) the Department of Trade and Industry now advise us that foreign registered vessels which produce a valid safety certificate issued in their own country are exempt from the British Pilot Ladder Rules. We consider this a most unsatisfactory state of affairs and are continuing to press for improvements in the situation. We strongly feel that the standards of health and safety on board vessels in British waters should be at least as stringent as the standards now in force in this country.

Name of Officer	Designation	Date of Appointment	Qualifications	Other Appointments
J. F. Johnson Esq.	Clerk & Financial Officer	1/2/1960	Solicitor	Private Practice
W. J. Allen Esq.	Chief Port Health Inspector	1/3/1961	F.R.S.H., M.A.P.H.I., Master Mariner	Nil
L. Miller Esq.	Deputy Chief Port Health Inspector	1/6/1967	Cert. P.H.I.E.J.B., R.S.H., Meat and Other Foods	Nil
M. Lawlor Esq.	Port Medical Officer	1/1/1965	M.B., B.Ch., Ba.O., D.C.H., D.P.H.	M.O.H. (E. Districts)
J. F. Rees Esq.	Deputy Port M.O.	1/2/1966	B.Sc., M.B., B.Ch.	Assistant County M.O.H.
W. J. Y. Speedy Esq.	Relief M.O.	1/1/1965	M.B., B.Ch., Ba.O., L.R.C.P. L.R.C.S., D.P.H., L.R.F.P.R.S.	District M.O.H. Pems.
D. Phillips Esq.	Boarding Officer	12/10/1964	M.O.T. Cert. as 1st Mate (F.G.)	Nil
J. Steer Esq.	Boarding Officer	1/2/1965	Master Mariner	Nil
J. Morgan Esq.	Boarding Officer	1/2/1966	Master Mariner	Nil
R. E. Robson Mrs.	Clerk/Shorthand Typist	1/1/1972	Nil	Nil
E. Conroy Esq.	Leading Hand	19/6/1967	Nil	Nil
J. Smith Esq.	Deckhand/Mechanic	1/4/1968	Nil	Nil
T. Nichols Esq.	Deckhand/Mechanic	23/2/1970	Nil	Nil
R. Braithwaite Esq.	Deckhand/Mechanic	23/11/1970 Resigned 15/12/72	Nil	Nil

## SECTION II

Table B (b)

### Comparative Shipping Table (Net Registered Tons)

Year	Arrivals from		Total
	Foreign	Coastwise	
1946 .....	35,412	151,488	186,860
1955 .....	390,600	205,455	596,055
1960 .....	1,407,956	114,381	1,522,337
1965 .....	6,811,939	4,315,769	11,127,708
1970 .....	11,682,919	6,464,806	18,147,725
1971 .....	13,958,686	6,637,939	18,596,625
1972 .....	14,321,759	8,050,851	22,372,610



**SECTION III—Amount of Shipping entering the District  
during the year  
(Table B (a) )**

Ships from	No.	Tonnage	Boarded on Arrival		No. Inspected		No. of Ship's having reported as having or having had during the voyage, infectious disease on board
			By Medical Officer of Health	By Inspectorate	By Medical Officer of Health	By Inspectorate	
Foreign Ports	524	14,321,759	9	237	1	325	—
Coastwise	3,039	8,050,851	—	—	—	411	—
Total	3,563	22,372,610	9	237	1	736	—

**(b)  
Fishing Vessels**

Number of vessels entering port	No. of Vessels Landing		No. of inspections carried out		Net Registered Tonnage
	British	Foreign	By Medical Officer	By Inspectorate	
732	370	11	3	84	31,058

Table C

## SECTION III

## Character of Shipping

## PASSENGER TRAFFIC :—

Casual Only.

No Regular Service.

## (1) CARGO TRAFFIC (Tonnage)

1970

1971

1972

## (a) Imports

Crude Oil ..... 24,338,162  
 Refined Oil Products ..... 1,327,323  
 Fish ..... 3,877  
 General ..... 1,241

24,338,162  
 1,327,323  
 3,877  
 1,241

25,692,583  
 1,105,210  
 3,782  
 9,347

26,246,275  
 1,552,198  
 3,156  
 7,858

TOTAL .....

25,666,726

26,810,922

27,809,487

## (b) Exports

Crude Oil ..... 1,155,318  
 Refined Products ..... 14,427,964  
 General ..... 6,675

1,155,318  
 14,427,964  
 6,675

1,557,898  
 14,859,250  
 4,641

3,825,117  
 14,063,415  
 6,573

TOTAL .....

15,589,952

16,421,789

17,895,105

(c) Total Cargo through the Port .....

41,256,678

43,232,711

45,704,592

# **PRINCIPAL FOREIGN PORTS FROM WHICH SHIPS ARRIVE IN MILFORD HAVEN**

World Wide Trade

## **SECTION IV**

**Inland Barge Traffic**

Not applicable in Milford Haven

## **SECTION V**

**Water Supplies**

### **Water Sampling Results for the Year**

	Satisfactory	Doubtful	Unsatisfactory	Total
Shore Hydrants	165	10	2	177
Ships Tanks	75	6	3	84
Fish Market	31	2	13	46
(Salt Water Supply)				
	<hr/>	<hr/>	<hr/>	<hr/>
	271	18	18	307
	<hr/>	<hr/>	<hr/>	<hr/>

The Pembrokeshire Water Board is responsible for the supply of water to the docks and oil terminals. The source of the bulk of the water for the northern shore of the Haven is from the Prescelly Impounding Reservoir in North Pembrokeshire and for the southern shore is drawn from the river Stemberidge near Castlemartin. The Water Board are developing new sources of supply as the demand increases.

Each of the Oil Companies maintains a large storage tank within their refineries from which they supply the ships with water. Samples are taken regularly from all sources supplying shipping and submitted for bacteriological examination to the Public Health Laboratory.

Of the ten doubtful and two unsatisfactory samples from shore hydrants, the unsatisfactory samples were from the Texaco Jetty. Investigations by the Pembrokeshire Water Board revealed a malfunction of the filtration system of the Stemberidge supply. The doubtful samples were from the Texaco and Esso Jetties and the Milford Docks fresh water supply. In each case re-sampling produced satisfactory reports.

**Gulf Refinery Fresh Water Supply**

The fresh water supply to the Gulf Jetty has been the cause of some concern for a considerable time due to excessive sedimentation and discolouration. The bacteriological quality had continuously been reported as satisfactory. On the 28th March, 1972 a sample was sent to the Public Analyst for chemical analysis and he reported an excess of iron, lead and zinc in the sample. A copy of the Analysts' report was sent to the Manager of Gulf Refinery and he was advised that the supply to the jetty was considered unfit for human consumption and should not be supplied to ships until the cause of the trouble had been corrected. The cause of this contamination is considered to be the ungalvanised steel water mains within the refinery. All shipping agents, the Conservancy Board, Cory's Tugs and the Nautical Surveyor of the Department of Trade and Industry were informed of the situation by circular letter. The Refinery Management have intimated that the installation of a new fresh water main within the refinery and down to the jetty is under consideration.

### **Salt Water Supply to the Fish Market, Milford Docks**

Two doubtful and thirteen unsatisfactory reports were received on samples taken from the salt water supply to the Fish Market. These were due to interruption of chlorine to the supply. During the second quarter of the year when the majority of these unsatisfactory reports were received, there was a major breakdown of the chlorine injection and pumping machinery which required attention from the manufacturers. The plant was out of action for several weeks.

### **Water Boats**

One Water Boat operating in the district and owned by the Milford Dock Company has not been used during the year, the opportunity is taken when the boat is in commission to submit samples to the Public Health Laboratory for examination.

## **SECTION VI**

### **Public Health (Ships) Regulations, 1970**

#### **List of Infected Areas**

A weekly list of Infected Areas is received from the World Health Organisation. The information in this summary is made available to the Customs Officers and Conservancy Board.

All vessels arriving from foreign ports are subject to Quarantine control and are required to obtain a Certificate of Free Pratique (foreign port means a **port or other coastal place** situated elsewhere than in the United Kingdom, Channel Islands, Isle of Man or Republic of Ireland).

For the purpose of Health control of vessels arriving at this port, the world may be divided into three sections :—

### Section 1

Endemic areas including the whole of Africa, Asia and America (except the U.S.A. and Canada).

### Section 2

“Excepted ports” as arranged by our Government and certain European Governments, these include ports on the European coasts of France, the coasts of Belgium and Holland and that part of the coast of Germany which is between the frontier with Holland and the river Elbe, including the East Bank of that river between the entrance of the Kiel Canal and Hamburg inclusive, and any place within the Kiel Canal, and the coasts of Italy and Greece.

### Section 3

The remainder of the world, that is, Europe, Australasia, the U.S.A. and Canada.

Free Pratique will be issued to all vessels arriving from ports in Section 1 by the authorised Officer of this Authority. In the case of vessels arriving from ports in Sections 2 and 3 Free Pratique will be issued by the authorised Officer or by a Customs Officer whoever first boards the vessel.

The weekly list of infected ports will continue to be circulated as general information for officers of other Authorities within the port. It is possible that clearance of vessels arriving from any of these ports may be delayed for medical reasons. Any port listed in our weekly return automatically comes within Section 1, for health purposes, no matter in which country it may be situated.

The normal arrangements for clearing vessels arriving from Ports in Section 1 are as follows :—

The Port Health launch “Hayle II” will approach vessels bound for the Esso Jetty between West Angle Buoy and the West end of Esso Jetty. For vessels bound for other berths in the Haven the approach will normally be made as the vessel clears the East end of Esso Jetty. Masters are requested to have a pilot ladder available in a position clear of the tugs in order to facilitate this boarding, and to have a Declaration of Health correctly filled in and signed together with all the crew’s (and supernumeraries or passengers if any) smallpox vaccination certificates and a crew list ready for inspection. Clearance will not be delayed while the vaccination certificates are checked **providing** they are produced to the Officer with the Declaration of Health. Our Officer will not approach



the bridge of a vessel unless invited to do so, but will conduct his business with a responsible Officer acting for the Master. The launch Hayle II is fitted with V.H.F. Radio and maintains a listening watch on channel 12.

Agents will help to avoid delays if they can arrange for this information to be passed to the Masters of ships before they enter the port either through the terminal V.H.F. Radio or by other means.

These boarding arrangements are of course subject to prevailing weather conditions and other safety factors.

### **Outer Mooring Stations**

The Outer Mooring Station is :— “That part of the Haven bounded on the east by a line drawn  $225^{\circ}$  distant 4,000' from the Flag Staff on South Hook Fort, and on the south by a parallel of Latitude  $50^{\circ} - 42' N$ ”

This defines an area of water, off-shore, in the region of South Hook Fort—Lynsway Bay Area.

### **Inner Mooring Stations**

Normal places of mooring, loading and discharging.

### **Radio Communication**

Milford Haven is a “Radio Receiving Port” as defined in the Public Health Ships Regulations. The following instructions are issued for the guidance of Masters, Agents and others concerned :—

“The Master of the ship equipped with Radio Transmitting apparatus must under the following circumstances, send a wireless message to ‘Portelth’, Milford Haven (not more than 12 and not less than 4 hours before arrival) :—

- (a) If the vessel has visited an Infected Port within the previous four weeks;
- (b) If the vessel is arriving from any Port in Africa, Asia or America (except U.S.A. and Canada);
- (c) If any case of sickness exists on board;
- (d) Any other circumstances where the Master requires the attendance of the Port Medical Officer on arrival.”

The wireless messages may be in code or in plain language, and must contain the following information :—

The name of the vessel and expected time of arrival at St. Ann’s Head;

Port of departure and last port of call;

Number of cases of infectious sickness on board;

Number of crew and passengers (if any).

Masters of vessels not in the above category may send a similar message if they wish to expedite the clearance of their vessels.

Vessels from endemic areas are required to have their crews' vaccination certificates available for examination on arrival.

One infringement of these Regulations occurred when the Norwegian vessel "SUNNY GIRL" arrived in the port from West Africa. The vessel failed to display quarantine signals on arrival and although both the Master and the ships Agent were warned that Free Pratique had not yet been granted and no persons should board the vessel, unfortunately the Agent did board and the Master allowed refinery personnel on board to connect the pipelines. The Master was taken before the Magistrates Court for failing to display his quarantine signals on arrival and for failing to ensure that no unauthorised persons boarded his vessel. He pleaded "Guilty" and was fined £75 on each count. The ships Agent was also taken before the Court for boarding the vessel prior to clearance in spite of warnings from the Authority's Officer. He pleaded "Not Guilty" and put forward as a defence that the offence had been committed in ignorance and he was not aware of the requirements of the regulations. The Magistrates found that he was guilty of the offence and he was also fined £75.

We continue to have occasional vessels arriving from Lightering work in Lyme Bay. It would appear that Masters are still rather unsure of the exact status of their vessels on arrival particularly since apparently free access to and from the vessel is allowed in Lyme Bay.

### **Infectious Disease Hospitals**

A general Infectious Disease Hospital is situated at Tumble, Carmarthenshire, approximately 45 miles from Milford Haven. (See Appendix "B".)

The Smallpox Hospital at Penrhys has now been closed and all cases of smallpox would now be sent to the Smallpox Unit at St. Mary's Hospital, Penarth.

### **Cleansing and Disinfection**

#### **Ships :**

Arranged by the Port Health Inspector.

#### **Persons' Clothing, etc. :**

No facilities at the Port. The nearest Cleansing Centre is at St. Thomas Hospital, Haverfordwest. (Approximately 7 miles.)

## SECTION VII

### Smallpox

Cases and suspected cases of smallpox occurring within the district would be sent to St. Mary's Hospital Penarth.

Ambulance facilities are provided by the Ambulance Service of the Glamorgan Ambulance Service.

Facilities for the Laboratory diagnosis of Smallpox are available in conjunction with the Public Health Laboratory Service in Carmarthen. The vaccinal state of all Port Health Authority staff and County Ambulance staff was reviewed during the year. Smallpox Vaccination was also offered to Pilots, Conservancy Board staff, Officers of H.M. Customs (Waterguard) Service and to all others whose duties bring them into contact with shipping and seamen.

Smallpox Consultants available are as follows :—

#### South Wales :

Dr. E. Waddington, St. Winifred's Hospital, Cardiff.

Telephone No. Cardiff 23534/5 (9.0 a.m. to 6.0 p.m. Weekdays).

Private : Cardiff 35123.

Dr. G. F. J. Thomas, St. David's Hospital, Cardiff.

Telephone : Cardiff 20441. Private : Bonvilston 263.

Dr. M. S. Pathy, "Mathern", Cefn Coed Crescent, Cardiff.

Telephone : Cardiff 20441. Private : 55476.

Dr. F. J. Doherty, Aberaman-Uchaf, Aberdare.

Telephone : Aberdare 2705.

Specimens to : The Public Health Laboratory,  
City Hospital,  
The Parade,  
Cardiff.

## SECTION VIII

### Venereal Disease

The nearest treatment centre for venereal disease is at the West Wales General Hospital, Glangwili, Carmarthen. The clinic is open on two days each month and the Consultant Venereologist is in attendance. These arrangements are not completely satisfactory because the quick turn-round of oil tankers makes it impossible for a crew member who



may require treatment to travel to Carmarthen in the short time that the tankers are in port. The necessary service of diagnosis and treatment of venereal disease continues to be provided by the family Doctors in Milford and Pembroke Dock at their surgeries.

## SECTION IX

### Cases of Notifiable and Other Infectious Diseases on Ships

No cases of quarantinable or other infectious disease entered the port during the year.

TABLE D

Category	Disease	No. of cases during the Year		No. of ships concerned
		Passengers	Crew	
Cases land from ships from foreign ports	—	—	—	—
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	—	—	—	—
Cases landed from other ships	—	—	—	—

Other cases of sickness dealt with by the Medical Officer were as follows :—

#### Vesse's arriving from Foreign Ports

No. of Cases	Disease or Injury	Disposal
1	Haemorrhoids	County Hospital, Haverfordwest
1	Leg Injury	Remained on Board
1	Perforated Duodenal Ulcer	County Hospital, Haverfordwest
1	Severe Laceration of arm	West Wales Hospital, Glangwili
1	Kidney disorder	West Wales Hospital, Glangwili
1	Fracture of Elbow	West Wales Hospital, Glangwili

## **Vessels arriving from Coastal Ports**

1	Infectious Hepatitis	c/o Naval Authorities
1	Mental Disturbance	Remained on Board

## **Other Sickness**

In the absence of any other medical service on the Haven the Port Medical Officer had to attend to several accident cases during the year.

## **SECTION X**

### **Observation of the occurrence of Malaria in Ships**

The practice of drawing the attention of ships Masters to the necessity of Malaria prophylaxis when they are trading in malarious areas has been continued during the year. The Circular C.13 remains in force and is distributed when necessary to vessels entering the port.

## **SECTION XI**

### **Measures taken against Ships Infected with, or suspected for plague**

No such vessels entered the port during the year.

All vessels applying for De-ratting Exemption Certificates are required to provide a full set of standard ratguards. Ratguards are not required to be fitted as routine in this port as their effectiveness is very much in doubt, especially on the type of berth used. However the Masters are warned of the need for precautions in ports where rodents are known to infest the Quays and Wharfs. Special precautions of course, would be taken if any vessel arrived at this port from a known infected or suspected port.

## **SECTION XII**

### **Rodent Control**

- 1 (a) All ships arriving from foreign ports (and the majority of ships from coastwise ports) are inspected for evidence of rodent infestation.
- (b) **Milford Docks area.** An employee of The Milford Docks Company is responsible for treating any premises or areas within the Docks boundaries for infestations as they arise. Other occupiers of premises within the Docks boundaries are responsible for maintaining their premises in a rodent free condition, and the majority of these employ Commercial Contractors for this purpose.
- (c) **Pembroke Dock area.** Infestations are treated by the Rodent Operator employed by the Pembroke Borough Council.

## 2 Laboratory Examination of Rodents.

This can be done at the Public Health Laboratory, Carmarthen.

### Disinfection Contractors :

Rentokil Laboratories Ltd.  
The General Fumigation Co. Ltd.  
Hivey Fumigation Co.

**Table E**

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black Rats	Nil
Brown Rats	Nil
Species not known	Nil
Sent for examination	Nil
Infected with Plague	Nil

**Table F**

**De-ratting Certificates and De-ratting Exemption Certificates issued during the year for Ships on arrival from foreign ports**

HCN	No. of De-ratting Certificates Issued.			Total	Number of De-ratting Exemption Certs. Issued	Total Cert. Issued
	After fumigation with— Other fumigant (state method)	After trapping	After poisoning			
1	2	3	4	5	6	7
0	0	0	0	0	88	88

## SECTION XIII

### Boarding and Inspection of Ships

**Table G**

(a)	Classification of Defects :	No.
(1)	Dirty Crew Accommodation .....	5
(2)	Cockroach Infestation .....	7
(3)	Refuse on Deck .....	5
(4)	Dirty Galley and/or Storerooms .....	4
(5)	Insanitary Galley/Equipment .....	8
(6)	Structural Defects .....	23
		—
	Number of Vessels concerned .....	27
		—

**(b) Clean Air Act, 1956 :**

One formal and nine informal notices were served on Masters for emission of dark smoke during the year. In all cases the nuisance was immediately abated and no further action was found to be necessary.

In January, an offence under the above Act which had been committed the previous year was brought before the Pembroke Magistrates Court. A plea of "Guilty" was entered by the Master who was fined £60 for the offence.

Notices drawing Masters' and Chief Engineers' attention to the requirements of this Act are issued to every vessel on arrival in the Port. These notices, together with the presence of the Authority's launch patrolling the harbour, are a constant reminder to ship's officers of their responsibilities. The fact that most of these vessels using the port are modern motor tankers enables the Authority to take a very strict line with shipping and thus prevents problems arising.

**(c) Noise Abatement Act**

The numerous complaints which had been received from residents of the area due to the alleged noise nuisance created by dredging operations in close vicinity to the residential areas of Milford continued during the early part of the year. The dredging programme as outlined by the Operators envisaged that dredging would be completed within three months. However, this rate of progress was not maintained and, as the dredger approached steadily closer to the shore the noise levels recorded increased as did the level of protest from the residents of the area. In spite of continuous efforts by the Officers of this Authority it became plain that both the oil company and the operators of the dredger were either unwilling or unable to take any steps to reduce this nuisance, and the Authority were finally forced to issue a Statutory Notice under the Recurring Nuisance Act on both the Amoco Oil Company and the Westminster Dredging Company on the 23rd July, 1972. This Notice was completely ignored by the operators and a full report of the situation was made to the Authority at their Quarterly Meeting on the 26th July, 1972. The Authority resolved unanimously that Court action must be taken to abate this nuisance and the Officers of the Authority laid information before the Magistrates and a Summons was issued against the Westminster Dredging Company and the Amoco (U.K.) Limited to appear before the Milford Magistrates on the 2nd August, 1972 to answer the information. Immediately prior to the Court hearing legal representatives for the Authority were approached by legal representatives for the two companies who, after a certain amount of discussion offered to give undertakings before the Court to comply with the requirements of the Port Health Authority and the Authority's legal representatives agreed to invite the Bench to hold the case suspended providing the undertakings were complied with.



During the remainder of the dredging period the undertakings were in fact complied with and no further nuisance was caused, but the Authority felt that the companies concerned had acted rather irresponsibly in forcing action to the steps of the Court before agreeing to act responsibly and they decided that in order to prevent this sort of confrontation in future the best solution would be to have Bye Laws to control sources of noise nuisance within their district. Advice was sought from the Welsh Office and it seemed that the quickest and easiest way to get such Bye Laws in force would be to approach the County Council to make Bye Laws under Section 250 of the Local Government Act, 1933. The County Council agreed to take this action and we are now awaiting the final outcome of their application to the Ministry for approval of such Bye Laws.

The attitude of the Port Health Authority to this matter would appear to have been completely misunderstood in certain quarters on the Harbour. The fact is that the Authority have a statutory duty to investigate complaints of the alleged nuisance and if they are of the opinion that a statutory nuisance exists they are required to take action. The Authority do not wish to prevent night working being carried out in the Harbour, but are strongly of the opinion that industries which have developed or may develop in future in the Harbour should be expected to take a reasonable and responsible attitude to the local residents of the area and certainly not to act in complete disregard to the comfort of these residents.

## **Other Nuisances**

**1. Obnoxious Smells**—Several complaints were received during the year of obnoxious smells. It would seem that the main source of trouble was in fact the refinery installations ashore and these were dealt with by the local authorities concerned. However on two occasions it appeared that the smells were emanating from ships in the Harbour. On the 17th June, 1972 the coastal tanker "RATHGAR" was loading spent caustic at the Esso Jetty for dumping at sea, and complaints were received from residents in the Milford area. Shortly afterwards many complaints were received from residents in the Dale area which faces out to sea. The matter was discussed with the Chief Public Health Inspector for the Haverfordwest R.D.C. who intimated that this was not the first time complaints of this nature had arisen in the Dale area of his District and it seemed possible that the vessel "RATHGAR" was not going 20 miles out to sea to the correct dumping ground, but was in fact dumping her spent caustic close in shore just outside St. Ann's Head. This matter was taken up with both Esso Company and the owners of the "RATHGAR" and the Chief Port Health Inspector went out with the vessel on one of the dumping trips in order to observe the method by which the spent caustic was being dumped and the precautions being taken to prevent nuisance. On that occasion the vessel did proceed to the correct dumping ground and all the correct gas freeing and washing procedures were followed. However the trip took 14 hours in good weather conditions and it seemed obvious that on previous occasions particularly during bad weather when the vessel had in fact gone out and dumped cargo and

returned to the port within 6 hours these procedures could not possibly have been followed. This situation was brought to the attention of the people operating the vessel who are now aware that a close watch is being kept on her and no further cause for complaint has arisen.

The second obnoxious smell nuisance within the District occurred on the 7th July, 1972 when complaints were received from a wide area of Milford Haven. This was investigated and it was found that the nuisance was emanating from the tanker "MESSINIAKI BERGEN" lying on the Esso Jetty. This vessel was boarded and found to be tank cleaning after discharging a cargo of sour naphtha. A statutory notice was served on the vessel and the Master immediately ceased tank cleaning operations and closed his tank lids when the nuisance was abated.

The problems of obnoxious smells is an increasing one in this District, but an extremely difficult nuisance to trace to source on most occasions and is one which gives rise for some concern locally.

## **SECTION XIV**

### **Public Health (Shell Fish) Regulations 1934 and 1948**

There are no commercial shellfish undertakings in the district. There are extensive beds of cockles, mussels and winkles within the district and these are fished for personal use by the local people.

Owing to pressure of other work we have been unable to make any progress with the survey of shellfish beds. However local people have been warned through the press of the dangers of taking shellfish from polluted beds for personal consumption.

## **SECTION XV**

### **Medical Inspection of Aliens**

Nil to report for 1972.

## **SECTION XVI**

Burial of persons dying aboard ship is arranged by Shipping Agents or the Milford Haven Urban District Council.

Disinfection and Disinfestation is arranged by the Port Health Authority.

## SECTION XVII

### Imported Food Stuffs

(a) Fish Landed at Milford Fish Market .....	3,156 tons 0 cwts.
Value : £603,140	
(b) Fish consigned to Fish Meal Factory	
(i) Unsold Fish .....	18 tons 10 cwts.
(ii) Offal .....	1,181 tons 10 cwts.
Total .....	1,200 tons 0 cwts.

## APPENDIX 'A'

### Local Medical Services

(1) VACCINATIONS against Smallpox, Cholera and Yellow Fever are available as indicated below.

(a) Smallpox :

- (i) The Port Medical Officer of Health;
- (ii) Shipping Company's Medical Officer;
- (iii) Local Medical Practitioners.

(b) Cholera :

- (i) The Port Medical Officer of Health;
- (ii) Shipping Company's Medical Officer;
- (iii) Local Medical Practitioners.

(c) Yellow Fever :

- (i) Yellow Fever Centre, County Health Department, Haverfordwest. (By appointment : Haverfordwest 3345).

(2) VACCINATIONS — International Validity Periods :

Type of Vaccination	Period of Validity	Commencement of period of validity
Smallpox :		
Primary	3 years	After 8 days
Re-vaccination	3 years	At once
Cholera :		
Primary	6 months	After 6 days
Re-vaccination within 6 months	6 months	At once
Yellow Fever :		
Primary	10 years	After 10 days
Re-vaccination within 10 years	10 years	At once

NOTE—Periods of validity are liable to variation by Health Authorities of some foreign countries.

- (3) **AMBULANCE SERVICES** are provided by the Pembrokeshire Ambulance Service.
  - (a) 24-hour service — Haverfordwest 3347.
  - (b) Additional day service :  
(9.0 a.m. to 5.0 p.m.) — Haverfordwest 3341.
  - (c) County Ambulance Officer :  
Mr. D: H. James, A.I.A.O., "Aeron", Cufferne View, Simpson Cross. Camrose 300.
- (4) **PUBLIC HEALTH LABORATORY SERVICE :**  
Director : Dr. H. D. S. Morgan  
Address : Glangwili Hospital, Carmarthen.  
Telephone : Carmarthen 7271 and 6964.
- (5) **PUBLIC ANALYST :**  
Herbert J. Evans and Partners  
Address : Bank Lane, Carmarthen.  
Telephone : Carmarthen 7536.

## **APPENDIX 'B'**

### **Ancillary Medical and Laboratory Services**

- (1) **CONSULTANT SERVICES :**
  - (a) Smallpox  
Dr. E. Waddington, St. Winifred's Hospital, Cardiff.  
Telephone : Cardiff 23534/5  
(and other as listed in Section VII of Report.)
  - (b) Typhus Fever  
Public Health Laboratory Service, Colindale Avenue,  
London, N.W.9. Telephone : Colindale 7041.
  - (c) Plague  
Dr. R. J. Henderson, Public Health Laboratory, Royal Infirmary  
Worcester. Telephone : Worcester 5238.
- (2) **RADIOACTIVITY IN SHIPS :**  
Radiological Protection Service, Dunn's Hospital, Clifton Avenue,  
Belmont, Sutton, Surrey. Telephone : Vigilant 9291.
- (3) **TESTING OF PASTEURISED LIQUID EGG :**  
Dr. R. D. Gray (Director), Public Health Laboratory Service,  
Clytha Square, Newport, Mon.
- (4) **VENEREAL DISEASE — Treatment and Diagnosis :**
  - (a) Glangwili, Carmarthen (40 miles distance)  
West Wales General Hospital, Glangwili (Carms: 5151).  
Male and Female : 1st and 3rd Friday in each month 2.0 p.m.
  - (b) Swansea (65 miles distance)  
Mount Pleasant Hospital (Swansea 55882)  
Males: Monday 9.0 a.m.-12 noon; Tuesday 2.0 p.m.-4.0 p.m.  
Wednesday 5.0 p.m. - 7.0 p.m.  
Females : Tuesday 9.0 a.m. - 12.0 noon; Thursday 3.0 p.m. -  
5.0 p.m.



- (5) ISOLATION HOSPITALS :
- (a) Smallpox :  
St. Mary's Hospital, Penarth.
  - (b) General Infectious Diseases :  
Tumble, Carmarthenshire. Tumble 343.

## APPENDIX 'C'

### Government and Statutory Authorities

- (1) HOME OFFICE — Immigration :  
Immigration Officers :  
Mr. Jenkins, Milford Haven 2153. Private Tel. Milford Haven 2984.  
Mr. Cartwright, Private Tel. Camrose 387.
- (2) H.M. COMMISSIONERS OF CUSTOMS AND EXCISE :
  - (a) Chief Preventive Officers :  
Mr. O. B. Jones,  
Waterguard Office, The Docks, Milford Haven.  
Milford Haven 2099.
  - (b) Customs Officer :  
M. J. A. Wallis, Esq., Customs House, The Docks, Milford Haven. Milford Haven 2043.
  - (c) Waterguard :  
Burnyeats Building, The Docks, Milford Haven.  
Milford Haven 2099.
- (3) MILFORD HAVEN CONSERVANCY BOARD :
  - (a) General Office : Milford Haven 2341.
  - (b) Signal Station : Milford Haven 2343.
  - (c) Harbour Master (Capt. G. Dudley) : Milford Haven 2316.
  - (d) Manager and Secretary (J. A. Sullivan, Esq.) : Neyland 292.
- (4) SOUTH WEST WALES RIVER AUTHORITY :
  - (a) Head Office :  
Penyfai House, Penyfai Lane, Llanelli. Llanelli 4291 or 5342.
  - (b) Area Office :  
Borough Council Offices, Haverfordwest.  
Haverfordwest 3731.
- (5) PEMBROKESHIRE WATER BOARD :
  - (a) Engineer and Manager :  
G. W. Kneen, A.M.I.C.E., A.M.I.W.E.,  
(Private Telephone : Haverfordwest 3117).
  - (b) Clerk and Treasurer :  
H. Thompson, F.I.M.T.A., F.C.A.
  - (c) General Office :  
Meyler House, Hill Street. Haverfordwest.  
Haverfordwest 3881.

## APPENDIX 'D'

### Constituent Authorities

Authority	Clerk	Medical Officer of Health	Public Health Inspector
Borough of Pembroke	R. D. Lowless	Dr. M. Lawlor	C. R. Sandell
Borough of Haverfordwest	R. Ivor Rees	Dr. W. J. Y. Speedy	W. P. S. Rae
Milford Haven U.D.C.	A. Devall	Dr. W. J. Y. Speedy	C. Thomas
Neyland U.D.C.	D. J. S. Evans	Dr. W. J. Y. Speedy	F. B. Fisher
Haverfordwest R.D.C.	H. J. Dickman	Dr. W. J. Y. Speedy	W. J. Morgan
Narberth R.D.C.	P. Clee	Dr. M. Lawlor	W. E. Davies
Pembroke R.D.C.	J. A. Campodonic	Dr. M. Lawlor	J. E. Criddle

## APPENDIX 'E'

### Commercial Organisations

- (1) **BRITISH PETROLEUM COMPANY LTD. :**  
General Office : B.P. Terminal, Popton Point, Angle, Pembroke.  
Angle 271  
Terminal Superintendent : F. M. Johnston, Esq., Pembroke 2580  
Medical Officer : Dr. E. Manning. Pembroke 2580
- (2) **ESSO PETROLEUM COMPANY LTD. :**  
General Office : Esso Petroleum Co., Ltd., P.O. Box 11,  
Esso Refinery, Milford Haven. Milford Haven 2321  
Refinery Manager : C. B. Gilmore, Esq.  
Marine Superintendent : W. H. Moore, Esq.  
Medical Officer : Dr. I. Paterson. Milford Haven 2102
- (3) **TEXACO LIMITED :**  
General Office : Pembroke Refinery, Pembroke. Angle 331  
Manager : A. Holden, Esq. Pembroke 2933  
Medical Officer : Dr. D. T. Davies. Pembroke 2314
- (4) **GULF OIL REFINING LIMITED :**  
General Office : Gulf Oil Refining Ltd., P.O. Box 22. Milford Haven  
Milford Haven 2461  
Manager : G. A. Field, Esq.  
Jetty Supervisor : P. Davies, Esq.  
Medical Officer : Dr. Leighton Davies. Milford Haven 2675
- (5) **MILFORD DOCKS COMPANY :**  
General Office : The Docks, Milford Haven. Milford Haven 2271  
Manager : R. Campfield, Esq. (Private Tel. Milford Haven 2881)  
Secretaries : Wellsford, Jennings and Company  
Docks Master : Mr. Whittecombe. Milford Haven 2977.
- (6) **MILFORD HAVEN DRY DOCK COMPANY LTD. :**  
General Office : The Docks, Milford Haven Milford Haven 2691
- (7) **MARINE AND PORT SERVICES LIMITED :**  
General Office : Pembroke Dockyard. Pembroke 2271
- (8) **BURGESS AND COMPANY LIMITED :**  
Popton Fort, Angle. Angle 286
- (9) **TEXACO OVERSEAS TANKSHIP LIMITED :**  
Pembroke Refinery, Pembroke. Angle 331
- (10) **STOCKWOOD REES AND COMPANY LIMITED :**  
Jubilee Buildings, Milford Haven. Milford Haven 2492
- (11) **GENERAL STEAM KELWAY LIMITED :**  
Murray Crescent House, The Rath, Milford Haven.  
Milford Haven 2313

- (12) CORY BROTHERS AND COMPANY LIMITED :  
5 Victoria Road, Milford Haven. Milford Haven 2473
- (13) BETHELL GWYN AND COMPANY LIMITED :  
Jubilee Buildings, Milford Haven. Milford Haven 2492
- (14) LAMBERT BROTHERS LIMITED :  
Murray Crescent House, The Rath, Milford Haven.  
Milford Haven 2313

## APPENDIX 'F'

Circulars issued by this Authority and remaining in force

### MILFORD PORT HEALTH AUTHORITY

Ref. : C. 7

20th February, 1969

To all Shipping Agents.

Copies for information to :—  
Conservancy Board  
Pilots  
Marine Terminals  
H.M. Customs  
H.M. Immigration Officer

In order to clear up some misunderstandings which seem to have arisen and in an attempt to avoid all delays in clearing vessels arriving at Milford Haven I would draw your attention to the following :—

All vessels arriving from endemic areas (i.e. any port in Asia, Africa, or America except U.S.A. and Canada) will be boarded on arrival and cleared under the Public Health Ships Regulations by an Officer of this Authority.

The Port Health launch Hayle II will approach vessels bound for the Esso Jetty between West Angle buoy and the West end of Esso Jetty. For vessels bound for other berths in the Haven the approach will normally be made as the vessel clears the East end of Esso Jetty. Masters are requested to have a pilot ladder available in a position clear of the tugs in order to facilitate this boarding, and to have a Declaration of Health correctly filled in and signed together with all the crews (and supernumeraries or passengers, if any) smallpox vaccination certificates and crew list ready for inspection. Clearance will not be delayed while the vaccination certificates are checked **providing** they are produced to the Officer with the Declaration of Health. Our Officer will not approach the bridge of a vessel unless invited to do so but will conduct his business with a responsible Officer acting for the Master. The launch Hayle II is fitted with V.H.F. Radio and maintains a listening watch on channel 12.

Agents will help to avoid delays if they can arrange for this information to be passed to the Master of ships before they enter the port either through the terminal V.H.F. radio or by other means.

These boarding arrangements of course are subject to prevailing weather conditions and other safety factors.

W. J. ALLEN,  
Chief Port Health Inspector.

M. LAWLOR,  
Medical Officer of Health.



## MILFORD PORT HEALTH AUTHORITY

Ref. : C. 8

25th April, 1969

To all Shipping Agents.

Copies for information to :— Harbour Master  
Marine Terminals  
H.M. Immigration Officer  
H.M. Customs Waterguard

### Public Health (Ships) Regulations 1970

#### Section 18. Permission to Board Vessels Prior to Health Clearance

This Authority has always dealt sympathetically with requests for persons to board vessels prior to Health Clearance, and we intend to continue to do so. However, it must not be assumed that permission will be automatic on request, and it would appear that telephone communications are not always fully understood.

In future all requests for persons to board vessels before clearance, must be made in writing at least 48 hours before the vessel arrives at this port, and must state the names of the persons who wish to board together with the reason why boarding is necessary prior to Health Clearance. If permission is granted, boarding permits will be issued, and these must be produced on board the ship to the Authority's Officer at the time of clearance.

In cases where, due to sudden emergency or a vessel is diverted to the Port at the last minute etc., and it is not possible to give 48 hours notice, a phone call to the Chief Inspector, or in his absence his Deputy, will be considered and dealt with promptly, but only if the Officers are satisfied that a good and valid reason exists for not giving the required notice, and such arrangements must be confirmed in writing without delay.

W. J. ALLEN,  
Chief Port Health Inspector.

## MILFORD PORT HEALTH AUTHORITY

Ref. : C. 9

4th June, 1969

To : Medical Practitioners concerned  
with medical services to shipping  
in the Port of Milford.

Copies for information to :— County Medical Officer of Health  
District Medical Officers of Health  
Hospital Consultants, Pembrokeshire  
County War Memorial Hospital,  
Haverfordwest

### Notification of Infectious Diseases

You will already be aware that all ships from smallpox areas are boarded and checked on arrival by Officers of this Authority. In addition the Authority is responsible for the control of any infectious disease, including food poisoning, occurring at any time on ships within the limits of the Port.

It is necessary therefore for any doctor who becomes aware or suspects that a patient whom he is attending, within the district of the Port Health Authority, is suffering from a notifiable disease or food poisoning, to notify the Port Medical Officer forthwith. As the average length of stay of vessels using the Port is normally 24 hours I would be grateful if you would advise me of any such cases by telephone. The duty telephone number is Milford Haven 2486 and is manned on a 24 hour basis by a member of our staff.

Although, chickenpox is not notifiable you will appreciate that I would be interested to hear of any such cases occurring among ships crews.

The usual fee will be payable to you by this Authority for notifications received.

M. LAWLOR,  
Medical Officer of Health.

**MILFORD PORT HEALTH AUTHORITY**

Telephone No. 2486/8

Ref. : C. 10

To : H.M. Immigration Officer  
Harbourmaster  
Pilots  
C.P.O. Waterguard  
Reas Tugs  
All Agencies

**Smallpox Vaccinations**

It is most advisable for all persons whose employment brings them in direct contact with shipping from foreign ports to maintain some personal protection against smallpox by regular vaccination.

The Port Medical Officer of Health will be available at the Port Health Office on the following dates, between 10.30 and 11.30, to vaccinate anyone, free of charge, who wishes to attend .....

It would be appreciated if numbers of persons intending to attend on any particular day could be telephoned to this office 48 hours in advance to ensure sufficient vaccine is on hand to supply demand.

M. LAWLOR,  
Medical Officer of Health.



## MILFORD PORT HEALTH AUTHORITY

To all Terminal Superintendents,  
Shipping Agents

Copies for information to :— Harbour Master  
H.M. Immigration Officer  
H.M. Customs Waterguard

### Noise Abatement Act, 1960

Your attention is drawn to section one of the above Act which states :—

“Subject to the provisions of this section, noise or vibration which is a nuisance shall be a statutory nuisance for the purposes of Part III of the Public Health Act, 1936, and the provisions of that Act shall have effect accordingly as if sub-section (1) to (4) of this section were provisions of the said Part III.”

The enforcement of Part III of the Public Health Act, 1936 on board ships in the harbour is a responsibility of this Authority.

This Authority has received complaints from members of the general public on several occasions about ‘Noise’ from ships in the harbour, particularly this last weekend (June the 5th and 6th) when the vessel ‘Mobilita’ was blowing off steam for many hours at a time both Saturday p.m. and Sunday. You will know that noise is a most difficult thing to classify, and is very subject to prevailing weather conditions. A noise level which, under normal circumstances, maybe quite acceptable can, under other conditions be very distressing to the general public. Your co-operation is therefore requested when ships on your berth or under your agency are making any unusual noise, particularly releasing steam at high pressure, we would ask you to draw the Masters attention to the fact that he may well be committing a statutory nuisance. We would also particularly ask you to bear in mind the weather conditions and the possibility that in very still conditions noise emitted from a vessel will carry long distances over water and may create a noise nuisance at some distance away from the vessel.

This Authority will of course investigate all complaints of noise received, and will not hesitate to take legal action under the provisions of the Act in cases where they consider that the Act is being flagrantly disregarded and where no effort is being made to reduce the noise to a minimal level.

W. J. ALLEN,  
Chief Port Health Inspector.

## MILFORD PORT HEALTH AUTHORITY

Ref. : C. 12

24th August, 1970

To all :— Terminal Superintendents  
Shipping Agents

Copies for information to :— Harbour Master  
H.M. Immigration Officer  
H.M. Customs Waterguard  
Shipping Company Doctors

### **Cholera Vaccination**

In view of the recent developments in the spread of Cholera in the Near and Middle East we would wish to draw to the attention of all concerned the need for crews on all ships trading to this area to be protected against this disease by vaccination. We would advise you that Cholera Vaccination gives a very short lived protection and booster doses should be received at six monthly intervals. Stocks of the vaccine are maintained at the Port Health Offices and are available for use by our own Doctors. Vaccination is also available through the normal medical services.

We would further wish to advise you to draw ships Masters attention to the dangers of taking drinking water in these areas. If in any doubt, Masters should chlorinate their tanks after taking water on board. The disease can also be spread through fresh fruit and salads and ships which need to take these commodities on board in affected areas should ensure that they are thoroughly washed in water containing permanganate of potash before serving.

N.B.—Cholera Vaccination Certificates are **NOT** required from ships crews arriving at this Port.

M. LAWLOR,  
Medical Officer of Health.

W. J. ALLEN,  
Chief Port Health Inspector.

## MILFORD PORT HEALTH AUTHORITY

Ref. : C. 13

7th October, 1970

To all :— Terminal Superintendents  
Shipping Agents

Copies for information to :— Harbour Master  
H.M. Immigration Officer  
H.M. Customs Waterguard  
Shipping Company Doctors

### Malaria

We wish to draw the attention of all persons concerned to the dangers of travelling to malarious areas without taking prophylactic tablets against this disease. The disease is still prevalent in many countries of south and central America, tropical Africa, the Middle East and Far East.

In the past year, several persons returning from abroad have developed an extremely dangerous form of malaria because they have failed to take the above-mentioned prophylactic tablets. I would like to draw your attention in particular to one such case which occurred on a tanker which had anchored at Bonny, Nigeria. Although the crew were not allowed ashore, nevertheless, one seaman developed an extremely virulent form of malaria from which he subsequently died three weeks later.

It is therefore of the utmost importance that all persons travelling to malarious areas should take one of the anti-malaria tablets recommended, starting **one week before arrival**, during their stay, and continuing for **one month after departure** from the danger area.

Prophylactic protection can normally be obtained by taking any of the following drugs :—

1. Proguanil 100mgs. once a day.
2. Pyrimethamine 25mg. - 50mg. once a week.
3. Chloroquine 100 mg. taken every third day (300mg. a week).

Masters of vessels are requested to obtain advice from their Company Medical Superintendent regarding obtaining supplies of the above drugs for the use of their crew.

M. LAWLOR,  
Medical Officer of Health.

W. J. ALLEN,  
Chief Port Health Inspector.

## MILFORD PORT HEALTH AUTHORITY

Ref. : C. 14

6th November, 1970

To : Harbour Master  
Senior Pilots  
Manager, Reas Tugs Ltd.  
Marine Superintendents  
Agencies

### Clearing of Ships on Arrival

We have occasionally experienced difficulty in boarding ships arriving at the Port owing to the fact that boarding facilities were not made available by the ship. Investigation of these occasions have usually led to the reason being given that the Master was not aware that the launch was alongside, or alternatively that he did not realise that the launch was in fact the Port Health boat and that the Officer was attempting to board.

The Port Health boarding launch has now been fitted with an orange flashing light on the cabin top. In future when the launch is approaching a vessel under way with the intention of boarding, this light will be switched on during the approach manoeuvre, it may thus be considered as an indication to all concerned that the launch is approaching for boarding purposes. The light will be switched off immediately boarding has been accomplished and will not be used for any other purpose.

W. J. ALLEN,  
Chief Port Health Inspector.

**MILFORD PORT HEALTH AUTHORITY**

Telephone No. 2486/8

Ref. : C. 15

26th May, 1972

To : All Shipping Agents  
To Senior Nautical Surveyor  
To Harbourmaster (for information)  
To Cory's (Ships Towage) Company

**Ref. : Gulf Oil Refinery  
Domestic Water Supply**

Following receipt of an unsatisfactory chemical analysis report on the above supply the Refinery Management have been advised that the supply is unfit for human consumption and until further notice should not be supplied to ships for domestic purposes.

W. J. ALLEN,  
Chief Port Health Inspector.







